**Mr. K. R. Viswambharan** *(Ezhuvas-Talappalli):* Sir, I second it.

*Mr. V. K. Aravindaksha Menon *(Chief Engineer):* The question of deepening the canal leading to the Mala landing place was brought before this House last year and probably due to my not understanding it properly, I provided a sum of Rs. 4,000 for improvements to the landing place, which I thought was the most necessary work for that area. Now I have found that some portion 2½ miles of canal is shallow and for that I have submitted estimates for Rs. 5,000. I shall see if funds could be made available for this in 1115 and if it is possible to send my dredger over there for the work. I shall do what is possible in the matter.

**Mr. M. K. Devassy** *(Adur):* Sir, on that assurance, I beg leave of the House to withdraw the motion.

*The motion was, by leave, withdrawn.*

## Cut Motion No. 30.

## To take up the construction of the Canal between the Manapilly and Cherai jetties.

**Mr. V. K. Bhaskara Menon** *(Cranganur):* Sir I move *to reduce the allotment of Rs. 73,500 for Irrigation by Re. 1.* The object of this cut is *to call the attention of the Government to the long delay in taking up the construction of the canal between the Manapilly and Cherai jetties for the irrigation of the Puthanpadom nilams in the villages of Pallippuram and Kuzhupilli.* This particular scheme is a fairly unhappy one, because it is opposed not only by the Engineering Department but also by the hon'ble member in charge of Revenue. Apart from the opposition of the Government not taking up the scheme by them, I have got to submit to this House that this has got a very ancient history behind it. This scheme was originated in the time of Diwan Sir Joseph Bhore and then it was, after elaborate investigation, decided that there was urgent and vital necessity for the opening of a canal for the proper irrigation of the Puthenpadom nilams lying to the west of Ayyampilli and Pallippuram, which generally on an average bring in a revenue of about Rs. 3,500 to the Government by way of land tax. Subsequently the matter was taken up before Diwan Sir T. Vijayaraghavacharya who appreciated the necessity for the opening of this canal and it used to be an annual feature before every Diwan since then. Ultimately, in the time of Diwan Narayana Menon, the sanction of the Government was obtained and there the scheme stopped for some time. The inhabitants of the area who have been suffering owing to lack of a good sized canal for the proper irrigation of their lands, have been memorialising the Government for a long time now. There has been a general reluctance on the part of the Government to embark upon this scheme, the reasons being unknown.

*Speech not corrected by the hon'ble member.

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I understand fairly reliably that estimates were prepared by the department, and even the matter of land acquisition was also considered by the Revenue Department, but nothing further seems to have been done in the matter. My submission is, that this scheme which vitally affects the irrigation of nearly ten thousand paras of paddy lands to the west of the two villages of Kuzhupilli and Pallippuram is absolutely necessary and I am sure that the necessity for it even the Public Works Department will not deny. The only way in which that particular area is irrigated is by the Ayyampilly canal, a narrow canal of 10 yards' width through which it is impossible to take in and take out water for the irrigation of the lands there. If the policy of the Government is to provide irrigation facilities for areas which really require those facilities, I can't understand this lethargy on the part of the Government in taking up this scheme after having sanctioned the same so early as 1100.

**Mr. C. V. Iyyu** *(Kunnamkulam):* Sir, I wholeheartedly second it.

*Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Sir, it is true that the question of the construction of this canal for irrigating the Puthenpadam nilams is a very old one. We have caused several estimates to be prepared and have submitted those estimates for the sanction of the Government. The total cost of the work comes to about Rs. 22,000 of which about Rs. 12,500 is for land acquisition and the excavation work proper of the canal will come to about Rs. 3,600. It is a very useful piece of work and we tried our best to get it done. But lately, we had some trouble about certain fishing right and some people objected that this canal cannot be constructed on account of the loss of revenue which they might have got due to decreased fishing. That question was very carefully gone into by the Diwan Peishkar and a satisfactory solution has been arrived at. But, in the meanwhile,people also had originally consented to do the digging of the canal themselves. The Government had very bitter experience of this kind of promises made in the case of a neighbouring canal, the Appangat Canal. In that case the Government acquired the necessary land on the promise of the land-owners to dig the canal exactly in the same manner as in the case of the promise held out now. After spending a large amount of money for acquisition, the people who promised that they will do the digging work, did not do their part of the work at all. You would have noticed that in the Finance Member's speech he has observed about the dropping of a capital work. It is this Appangat Canal. So, unless better kind of promises are not received from the ryots themselves to show their eagerness in the work, Government are not going to take up this work. That is the position.

*Speech not corrected by the hon'ble member.

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മിസ്റ്റർ കെ. അയ്യപ്പൻ: അവർ തന്നതാൻ കഴിച്ചാൽ ഫിഷിങ്ങിനുള്ള ഉപദ്രവം ഇല്ലാതാകുമോ?

**Mr. V. K. Aravindaksha Menon** *(Chief Engineer):* For the purpose of fishing, I think the Diwan Peishkar suggested the putting up of certain bunds so that the effect of this canal might not be felt.

**Mr. V. K. Bhaskara Menon** *(Cranganur):* Sir, it is really surprising that the hon'ble member in charge of Public Works should have given this sort of funny explanations for the dropping of the scheme. Here is a scheme which he admitted was very useful. In spite of estimates being prepared for Rs. 20,000 he wants the people to share the cost by undertaking the digging themselves. Did they really give any such promise? I can say they didn't.

**Mr. V. K. Aravindaksha Menon** *(Chief Engineer):* Yes, they gave such an undertaking.

**Mr. V. K. Bhaskara Menon** *(Cranganur):* Apart from your statement that it is so, I can assert that it is not so. It is word for word.

**Mr. V. K. Aravindaksha Menon** *(Chief Engineer):* The scheme itself originated from a written statement by three people, Messrs. Korath, Kunjuvareed and M. I. Koreth.

**Mr. V. K. Bhaskara Menon** *(Cranganur):* Apart from the argument that the scheme originated from three people, there is absolutely no reason why the scheme should not be taken up now. Because of one bitter experience of the Government I do not know how far it is correct to say that this work will not be taken up. Perhaps, the Government might have done something to prevent the people from co-operating. I cannot understand that statement that because of their bitter experience in another scheme, they are not going to take up any other scheme. The estimates having been prepared inclusive of the cost of digging the canal, it is not fair now to say that the Government believed that the people might not co-operate with the Government and therefore cannot take up this scheme. The question that the House should consider is this. Is this canal necessary? And what exactly the Government will have to spend for the purpose? After all the hon'ble member has been stating that the work will cost only Rs. 22,000. If by the spending of this Rs. 22,000, it is possible to irrigate about 10,000 paras of land, then my submission to this House is, it is a scheme which ought to be taken up by the Government even though the people of the locality are not prepared to co-operate by digging up the canal themselves. This is a matter which is highly vital to the locality and as such, I would press the motion to a division.

*The motion was put and carried.*

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